






Index of Project Types by Code: All projects preceded by 'PS' were developed in previous studies; all projects preceded by 'AT' are programmed in the Transportation Improvement Plan										
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Current TIP Projects	PROJECT ID		PROJECT NAME		PROJECT TYPE		PROJECT DESCRIPTION		GENERAL LOCATION	
	AT-004	US 78/278 (D.L. Hollowell Parkway)	Roadway Operational Upgrades	From Proctor Creek to East of CSX Railroad Bridge near Marietta Boulevard						
	AT-086A	Spring Street Viaduct	Bridge Upgrade	From Alabama Street to Marietta Street [SEE ALSO AT-086B]						
	AT-086B	Spring Street Viaduct	Bridge Upgrade	From Alabama Street to Marietta Street [SEE ALSO AT-086A]						
	AT-212	Intersection Improvements on North Avenue, Linden Avenue, West Peachtree Street and Ponce de Leon	Roadway Operational Upgrades	Multiple Locations						
	AT-215B	SR 141 (Peachtree Road) Multimodal Corridor Enhancements	Roadway Operational Upgrades	From GA 400 Overpass to Roxboro Road						
	AT-215C	SR 141 (Peachtree Road) Multimodal Corridor Enhancements	Roadway Operational Upgrades	From Shadowlawn Avenue to Maple Drive						
	AT-218	US 19 (Peachtree Street)	Roadway Operational Upgrades	From West Peachtree Street to Beverly Road						
	AT-070	Courtland Street Viaduct	Roadway	Bridge Replacement From Gilmer Street to MLK Jr. Drive over MARTA East Line and CSX Rail Line						
	AT-097	Mitchell Street Viaduct over Norfolk Southern Rail Line	Roadway	From Elliott Street to Spring Street						
	AT-108	SR 280 (James Jackson Parkway)	Roadway							
	AT-210A	Midtown Atlanta ADA Ramp Improvements	Roadway	12 locations						
	AT-AR-212A	I-85 North	Roadway							
	AT-AR-238	Barge/Campbellton Intersection Improvements	Roadway							
	AT-AR-245	Bolton/Marietta Intersection	Roadway							
Goals										
Project Score		Provide Balanced Transportation Choices		Promote Public Health and Safety		Prepare for Growth		Maintain Fiscal Sustainability		
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PROJECT ID		PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION			GENERAL LOCATION			PERCENT OF GOAL FULFILLED													
Tier 1	IR-001	Virginia Ave-10th Street Realignment	Realignment	Realign 10th Street to the south to cross Monroe Drive and connect to Virginia Drive in a single point.						3.67	67%	100%	50%	0%	100%	50%	0%						
	PS-IC-007	Piedmont Rd/Tower Place Drive	Intersection Capacity	Add westbound left-turn lane from Tower Place onto southbound Piedmont						3.58	100%	0%	50%	67%	0%	75%	67%						
	NS-020	Grant Street Extension	New Street	Extend Grant Street to connect across the BeltLine (public and private initiative)			Beltline Crossing			3.50	67%	67%	0%	33%	100%	50%	33%						
	PS-IR-004	Simpson St and JE Lowery Blvd	Intersection Realignment	Intersection reconfiguration						3.25	33%	67%	50%	-33%	100%	75%	33%						
	PS-IR-007	Marietta/Bolton	Intersection Realignment	Rebuild Intersection						3.25	67%	100%	50%	33%	0%	75%	0%						
	PS-IR-005	Simpson St and Sunset Ave	Intersection Realignment	Intersection reconfiguration						3.25	67%	33%	50%	0%	100%	75%	0%						
	NS-067	Elizabeth Street Extension	New Street	Elizabeth Street extension across the BeltLine to Ralph McGill Blvd. through Ensley Street - Connection continues to Angier Ave, eventually connecting to Glen Iris Dr.			BeltLine			3.25	67%	33%	0%	67%	100%	25%	33%						
	NS-071	Extension of Central Park Place	New Street	Extend Central Park Pl. to Freedom Parkway / Andrew Young Intl. Blvd. to form a developable block between freedom parkway and Highland Ave. (in conjunction with the reconfiguration of the I-75/85 interchange with Freedom Parkway and one-way to two-way conversion of corresponding streets)			Freedom Parkway and I-75/85 Interchange			3.25	67%	33%	0%	33%	100%	25%	67%						
	NS-049	Bennett Street Bridge	New Street	2 lane bridge along proposed "transit" plaza and over existing CSX right-of-way. Includes connection and realignment of intersection at Peachtree Road and connection to Spalding Drive.			Moreland Shopping Plaza site			3.17	67%	67%	0%	33%	0%	50%	100%						
	RD-004	Howell Mill Restriping (Part 1)	Road Diet	Restripe Howell Mill Road from Coller Drive to Beck Street to one travel lane in each direction with continuous center turn lane, approximately 630 feet.			Howell Mill Road			3.17	67%	100%	0%	0%	0%	50%	100%						
	PS-NS-014	Avon Extension	New Street	Street Extension Connect to University						3.08	67%	33%	0%	0%	100%	75%	33%						
	PS-NS-012	White Street Extension	New Street	Extension with Roundabout Peoples Street						3.08	67%	67%	0%	0%	0%	75%	100%						
	PS-RD-002	Boulevard Three-Lane Conversion	Road Diet	Lane Reduction to On-Street Parking Bulbouts and Left Turn Lanes						3.08	33%	100%	-33%	33%	0%	75%	100%						
	IR-002	Ridge/McDonough/Hank Aaron	Realignment	Close crossing over at-grade rail line. Hank Aaron turns to become Ridge on north side of rail; University turns to become McDonough. Access to McDonough occurs via Milton Avenue and Lakewood Avenue.						3.00	33%	67%	50%	0%	100%	50%	0%						
	NS-062	New Street connection	New Street	New Street connecting Ponce De Leon Ave and Monroe Dr. along the BeltLine through the commercial property. Private initiative as a part of the redevelopment of the commercial property			From Ponce De Leon to Monroe Dr.			3.00	67%	67%	0%	33%	100%	0%	33%						
	OW-021	Atlanta Avenue	One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .55 miles (6 blocks).			From Capital Avenue south to Hill Street, approximately .5 mile (6 blocks).			1.17	0%	0%	-50%	0%	0%	100%	67%						
	PS-IR-002	Cheshire Bridge/Sheridan Road	Intersection Realignment	Extension of Sheridan to Lindbergh Cheshire to Lindbergh						2.92	67%	100%	50%	0%	0%	75%	0%						
	PS-IR-016	Piedmont Ave/Lindbergh Dr	Intersection Realignment	Intersection Project						2.92	67%	33%	50%	67%	0%	75%	0%						
	OW-009	13th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .25 miles (1 block).			From Piedmont Avenue west to Juniper Street, approximately .25 miles.			2.92	67%	100%	0%	33%	0%	25%	67%						
	PS-NS-032	Mitchell St Extension	New Street	Extend to Memorial Drive ** (was originally deleted.)						2.92	67%	67%	0%	0%	100%	25%	33%						


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Tier 2	NS-070	Reconnect Hillard Street	New Street	Reconnect Hillard street across Freedom Parkway (in conjunction with reconfiguration of the Freedom Parkway Interchange)		Freedom Parkway and I-75/85 Interchange	2.92	67%	67%	0%	33%	33%	25%	67%		
	NS-063	Pylant Street Extension	New Street	Extend Pylant street to connect to new street on the west side of the BeltLine		BeltLine	2.92	33%	67%	0%	33%	100%	25%	33%		
	NS-013	Sylvan Road Extension	New Street	Extend Sylvan Road north of Lee Street, crossing BeltLine and connecting to Joseph Lowery Boulevard.		Beltline Crossing	2.83	67%	67%	0%	33%	0%	50%	67%		
	IC-006	Marietta Street & Marietta Blvd.	Intersection Capacity	Redesign intersection to accommodate Left Turn Lanes		West Highlands	2.75	100%	100%	50%	0%	0%	25%	0%		
	PS-IR-006	Buford Hwy/Sidney Marcus Blvd	Intersection Realignment	Reconstruct Intersection - Grade Separation Should Be Considered (Related to PS-IC-008, PS-IR-008, PS-RW-010, PS-IC-009 and PS-RW011)			2.75	33%	67%	0%	67%	0%	75%	33%		
	EX-005	I-285 and Langford Parkway interchange reconfiguration	Expressway Access	Remove east-bound ramp to Langford Parkway from NB I-285. New NB off ramp to Greenbriar Parkway continues as new 3 lane frontage road to Langford Parkway continuing to become NB on-ramp to I-285.			2.75	33%	33%	33%	33%	0%	75%	67%		
	PS-NS-015	Cherokee Ave. Extension	New Street	Street Extension (Beltline Project) Extend to Englewood			2.75	67%	33%	0%	0%	33%	75%	67%		
	PS-NS-023	Loveless Avenue/Jefferson Street Extension	New Street	Street Extension to Bankhead MARTA Station			2.75	67%	33%	0%	33%	0%	75%	67%		
	IR-004	Metropolitan Avenue/ Ralph David Abernathy / Glenn Street	Realignment	Redesign intersection to accommodate realignment of Glenn Street south to York Avenue		Metropolitan Drive	2.00	67%	33%	50%	0%	0%	50%	0%		
	RD-001	Northside Drive Removal of Reversible Lanes	Road Diet	Remove reversible traffic operations and repave/restripe roadway between I-75 and Arden Road Parkway, approximately 2.2 miles.		Northside Drive	0.17	0%	0%	-67%	0%	0%	50%	33%		
	IS-001	Bolton Road/Donald Lee Hollowell Parkway	Intersection Signalization	Change signal timing and add signals at Hollowell/285 ramp intersections		Martin Luther King Dr	2.75	33%	100%	0%	0%	0%	75%	67%		
	RTP-BR-002	US 19/SR 9 (Peachtree Road)	Bridge Upgrade	US 19/SR 9 (Peachtree Road)			2.67	33%	100%	50%	33%	0%	50%	0%		
	PS-NS-017	Wall Street Extension	New Street	Street Extension Across Gulch			2.58	67%	67%	0%	33%	33%	25%	33%		
	NS-016	Ridge Avenue to Boulevard Connection	New Street	New street along the BeltLine (on the north side) connecting Boulevard to Ridge Avenue at the intersection of Hank Aaron and Ridge Avenue (public and private initiative)		Beltline Crossing	2.58	33%	33%	0%	33%	100%	25%	33%		
	EX-006	Moreland and I-20	Interchange Redesign	Reconstruct interchange to improve traffic operations and pedestrian safety			2.58	33%	100%	33%	0%	0%	25%	67%		
	RA-001-02	Roswell Road Re-build	Realignment	Roswell Road reconstruction from 5-lanes to 3-lanes, from Habersham Road to New Piedmont 1,800 feet.		Buckhead	2.50	67%	0%	100%	0%	0%	50%	33%		
	RA-001-01	Piedmont Road Extension	Realignment	.35 mile Street realignment an extension of Piedmont Road north as a 5-lane roadway with on-street parking.		From Habersham Road north to Roswell Road, approximately .35 miles.	2.50	67%	0%	100%	0%	0%	50%	33%		
	RTP-RW-014	University Avenue	Roadway Widening	UNIVERSITY AVENUE			2.50	100%	0%	33%	33%	33%	50%	0%		
	IC-003	Bolton Road/Hollywood Road	Intersection Capacity	Add left-turn lane capacity on Bolton Road at Hollywood Road intersection			2.50	100%	67%	0%	0%	0%	50%	33%		
	NS-026	Rochelle Drive Extension	New Street	Extend Rochelle Drive to R D Abernathy street extension (public and private initiative)		Beltline Crossing	2.50	67%	67%	0%	33%	0%	50%	33%		


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Tier 3	PROJECT ID		PROJECT NAME		PROJECT TYPE		PROJECT DESCRIPTION		GENERAL LOCATION		Project Score	PERCENT OF GOAL FULFILLED						
		NS-019	Grant Terrace / Englewood Extension		New Street	Extend Grant terrace to connect across the BeltLine to Extension of Englewood Ave. (public and private initiative)		Beltline Crossing			2.50	67%	33%	0%	33%	33%	50%	33%
		NS-025	Ralph David Abernathy Boulevard Extension		New Street	Extend R D Abernathy Boulevard to Bernice Street extension (public and private initiative)		Beltline Crossing			2.50	67%	67%	0%	33%	0%	50%	33%
		PS-IR-015	Arkwright Place/Flat Shoals Ave		Intersection Realignment	Intersection Project					1.08	0%	0%	0%	0%	0%	75%	33%
		NS-014	Extend University Avenue to Avon		New Street	Extend University Street to Avon Ave across the BeltLine		Beltline Crossing			2.50	67%	33%	0%	33%	33%	50%	33%
		PS-NS-011	Mangum Street Connection		New Street	Extend Street Chapel to MLK					2.50	33%	67%	0%	33%	33%	50%	33%
		OW-001	Ponce De Leon		One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .25 miles (2 blocks).		From Peachtree Street west to Spring Street, approximately .25 miles.			2.50	67%	100%	-67%	33%	0%	50%	67%
		PS-NS-029	Buckhead Loop to Piedmont Center Connection		New Street	New shuttle-only street to connect MARSH building with Piedmont Center					2.42	33%	-33%	33%	67%	0%	75%	67%
		PS-NS-027	Browning Street Extension		New Street	Street Extension Connect to Anderson Ave.					2.42	67%	67%	0%	0%	0%	75%	33%
		PS-NS-002	DeFoors Ferry Extension		New Street	Street Extension Bolton Rd. to Marietta Blvd.					2.42	67%	67%	0%	0%	0%	75%	33%
		PS-NS-001	Moores Mill Extension		New Street	Street Extension Bolton Rd. to Marietta Blvd.					2.42	67%	67%	0%	0%	0%	75%	33%
		PS-NS-028	Roswell to Piedmont Connection		New Street	Add new two-lane street connecting Roswell and Piedmont Roads, intersecting with Piedmont generally halfway between the intersections of Habersham Road and Buckhead Loop.					2.42	67%	0%	0%	67%	0%	75%	33%
		IS-009	Moreland/I-20		Intersection Signalization	Introduce signals at ramp access points and reconstruct intersections with I-20 access ramps to improve pedestrian safety.					2.42	33%	100%	0%	0%	0%	75%	33%
		OW-018	Fraser Street		One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .45 miles (5 blocks).		From Georgia Avenue south to Atlanta Avenue, approximately .45 mile (5 blocks).			2.33	33%	33%	0%	0%	0%	100%	67%
		PS-OW-002	Hills Avenue		One-Way Conversion	Convert to 2 Way Peters to Northside					2.33	33%	0%	0%	33%	0%	100%	67%
		OW-003	4th Street		One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .40 miles (6 blocks)		From Piedmont Avenue west to Spring Street, approximately .40 miles.			2.33	67%	67%	0%	33%	0%	0%	67%
		IR-003	Delmar Lane / Linkwood Road / Burton Road		Realignment	Realign intersection.		Hamilton Homes Station Area			-0.08	0%	-67%	0%	0%	0%	25%	33%
		PS-RW-004	Widen Hollowell		Roadway Widening	Widening (2-4 lanes with turn lanes where needed) Harwell Road to James Jackson					2.25	67%	67%	67%	0%	0%	25%	0%
		RA-001-04	Powers Ferry Extension		Realignment	Extend Powers Ferry from Roswell Road to the New Piedmont Road a 3-lane street, approximately 500 feet.		Buckhead			2.25	67%	0%	50%	0%	0%	75%	33%
	EX-001	Buford Highway Connector/Peachtree		Expressway Access	Reconfigure grade-separated access to Buford Highway from Peachtree Street to introduce redevelopment opportunity.					2.25	67%	33%	33%	33%	33%	25%	0%	
	NS-028	Dallas Street Extension		New Street	Extend Dallas Street Across the BeltLine to Angier Springs Rd.		Beltline Crossing			2.25	67%	67%	0%	33%	0%	25%	33%	


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	NS-015	Cherokee Avenue Extension	New Street	Connect Cherokee Avenue across the BeltLine to Engelwood Avenue	Beltline Crossing		2.25	67%	33%	0%	33%	33%	25%	33%	
	NS-021	Peeples Street Extension	New Street	Extend Peeples street across the BeltLine to connect to White Street (public and private initiative)	Beltline Crossing		2.25	67%	67%	0%	33%	0%	25%	33%	
	NS-024	Bernice Street Extension	New Street	Extend Bernice Street across the BeltLine to connect to intersection of Hopkins and White Street (public and private initiative)	Beltline Crossing		2.25	67%	67%	0%	33%	0%	25%	33%	
	PS-NS-020	New Streets/Oakland City MARTA	New Street	New Street Grid New Streets			2.25	33%	33%	0%	0%	100%	25%	33%	
	PS-OW-003	Baker/Harris 2 Way Conversion	Operational	2 Way Conversion			2.25	33%	100%	0%	33%	0%	25%	33%	
	PS-RW-005	Northside Drive Widening	Roadway Widening	Widening (to 6 lanes with turn lanes where needed) Simpson St. to I-75			2.17	67%	0%	67%	33%	33%	50%	-33%	
	PS-NS-030	Piedmont Road to Maple Drive Connections	New Street	Two new streets, equally spaced between Peachtree and East Paces Ferry, with median breaks and traffic signals at Piedmont. (Development-related project)			2.17	67%	33%	33%	0%	0%	50%	33%	
	IS-006	DeKalb Avenue/Moreland Avenue	Intersection Signalization	Consolidate two access ramp signals on DeKalb Avenue to a single point intersection and realign ramps to intersect at this point.			2.17	67%	67%	0%	0%	0%	50%	33%	
	PS-IC-006	Simpson Rd./West Lake Ave.	Intersection Capacity	Add Left Turn Lanes Intersection			2.17	67%	0%	0%	33%	100%	50%	-33%	
	NS-022	Richland Road Extension	New Street	Extend Richland Road across the BeltLine to connect to White Street (public and private initiative)	Beltline Crossing		2.17	67%	67%	0%	0%	0%	50%	33%	
	NS-027	Sells Avenue Extension	New Street	Extend Sells Ave. across the BeltLine to make the East- West Street connection (public and private initiative)	Beltline Crossing		2.17	67%	67%	0%	0%	0%	50%	33%	
	PS-EX-005	I-85/GA 400 Southbound Merge	Expressway Access	Reduce SB I-85 upstream by one lane. Merge one GA 400 SB lane and continue other lane. SB I-85 downstream retains current configuration.			2.08	33%	-25%	33%	33%	0%	100%	33%	
	IS-003	Ralph David Abernathy/Lucile Street	Intersection Signalization	Add signal & left turn lane			2.08	67%	33%	0%	0%	0%	75%	33%	
	IS-005	Langhorne Street/Sells Street	Intersection Signalization	Add signal.			2.08	67%	33%	0%	0%	0%	75%	33%	
	PS-NS-009	Tee Road Extension	New Street	Street Extension To Peyton Pl. then to Lynhurst			2.08	67%	33%	0%	0%	0%	75%	33%	
	PS-NS-025	Elbridge Street Extension	New Street	Street Extension to Francis Place			2.08	67%	33%	0%	0%	0%	75%	33%	
	IS-008	Moreland/Memorial and Moreland/Arkwright Coordination	Intersection Signalization	Remove signal at Moreland/Arkwright and allow right-in/right-out access on both sides of Moreland.			2.08	33%	67%	0%	0%	0%	75%	33%	
	PS-IR-019	Miami Circle Relocation	Intersection Realignment	Relocate Miami Circle 150 ft south to add SB left-turn from Piedmont			2.08	33%	33%	0%	33%	0%	75%	33%	
	PS-OW-030	Nelson Street	One-Way Conversion				2.08	0%	67%	0%	33%	0%	75%	33%	
	PS-OW-031	Chapel Street	One-Way Conversion				2.08	0%	67%	0%	33%	0%	75%	33%	


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	TR Transit Projects			RD	Road Diet/Removal of Reversible Lanes				TC Traffic Calming											
	RTP RTP Projects			EX	Expressway Access. Modifies connection to an interstate.				BR Bicycle Route											
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PROJECT ID		PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION			GENERAL LOCATION			PERCENT OF GOAL FULFILLED										
Tier 6	RTP-RW-009	US 41 (Northside Parkway)	Roadway Widening	US 41 (Northside Parkway)						1.83	67%	0%	67%	33%	0%	50%	-33%			
	NS-047	New Street Connection	New Street	From intersection of Sizemore Ave and Gun Club Road to Johnson Road			Perry Homes Area			1.83	67%	33%	0%	0%	0%	50%	33%			
	NS-018	McDaniel Street Extension	New Street	Extend McDaniel Street south across the BeltLine to Manford Road			Beltline Crossing			1.83	67%	0%	0%	33%	0%	50%	33%			
	NS-007	Phipps Boulevard Extension	New Street	Extend Phipps Blvd. from the Buckhead Loop Over GA 400 to Tower Place Drive, as a 2-lane street			Buckhead			1.83	67%	33%	0%	0%	0%	50%	33%			
	PS-IC-002	Virginia Ave/N. Highland Ave	Intersection Capacity	Narrow Lanes/Eliminate Right Lane						1.83	33%	0%	0%	33%	100%	50%	-33%			
	IC-001	Bolton Road/Marietta Rd	Intersection Capacity	Add northbound left-turn lane & eastbound right turn capacity on Bolton Road at Marietta Road intersection						1.75	67%	33%	50%	0%	0%	25%	0%			
	PS-NS-026	Finley Street Extension	New Street	Street Extension From Pelham to North						1.75	67%	33%	0%	-33%	0%	75%	33%			
	OW-017	Crew Street	One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .6 miles (6 blocks).			From Bill Lucas Drive south to Milton Avenue, approximately .6 mile (5 blocks).			1.75	33%	0%	0%	0%	0%	75%	67%			
	RD-006	Martin Luther King Road Diet	Road Diet	Restripe MLK Road from HE Holmes Dr to Northside Dr from four-lane undivided roadway to three-lane (two travel lanes with center two-way left turn lane) and 5-foot bicycle lanes.						1.75	67%	0%	-67%	0%	0%	75%	100%			
	IC-002	Bolton Road/James Jackson Parkway	Intersection Capacity	Add left-turn lane capacity on Bolton Road at James Jackson Parkway intersection						1.75	67%	67%	50%	0%	0%	25%	-33%			
	PS-IR-011	Northside/North Ave./Lambert	Intersection Realignment	Consolidate Intersection						1.75	33%	33%	50%	33%	0%	25%	0%			
	PS-IR-012	Northside Dr./Marietta St.	Intersection Realignment	Reconfigure Intersection						1.75	33%	33%	50%	33%	0%	25%	0%			
	RTP-BR-001	US 41 (Northside Drive)	Bridge Upgrade	US 41 (Northside Drive)						1.75	33%	33%	50%	33%	0%	25%	0%			
	PS-NS-008	Peyton Place Extension	New Street	Street Extension Across MLK and RR to Burton Rd.						1.75	67%	0%	0%	0%	0%	75%	33%			
	PS-NS-010	New Street South from MLK	New Street	New Street Connection Align with west MARTA entrance						1.75	0%	67%	0%	0%	0%	75%	33%			
	PS-RD-005	Piedmont Road Diet 2	Road Diet	Reconfigure lanes on Piedmont Road from Lindbergh Drive to Lambert Drive. This project converts the existing six-lane section to two northbound lanes and three southbound lanes with exclusive left turn lanes at						1.75	67%	0%	-33%	33%	0%	75%	33%			
	RB-003	Ralph David Abernathy and Westview Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.			Westview Cemetery			1.75	67%	100%	-50%	0%	0%	25%	33%			
	PS-IC-003	Piedmont Ave/Sidney Marcus Blvd	Intersection Capacity	Intersection Widening						1.67	33%	0%	50%	67%	0%	50%	-33%			
	RA-001-03	Old Ivy / Blackland Road Reconnection and widening	Realignment	Reconnection of Old Ivey to Blackland and winding roadway from 2-lanes to 3-lanes between Roswell Road and the New Piedmont Road, approximately 500 feet.			Buckhead			1.67	67%	0%	50%	0%	0%	50%	0%			
	PS-IR-010	Northside/Hemphill/14th Intersections	Intersection Realignment	Consolidate Intersection						1.67	0%	0%	50%	67%	0%	50%	0%			

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Tier 7	IS-002	Martin Luther King/Willis Mill Road	Intersection Signalization	Add signal at intersection to facilitate pedestrian crossing to reach H.E. Holmes MARTA station.		Martin Luther King Dr	1.67	33%	0%	0%	0%	0%	100%	33%	
	RD-002	Northside Drive Road Diet	Road Diet	Reduce Northside Drive through restriping from 4 lanes (undivided) to 2-lanes with continuous Center Turn Lane from Arden Road to Moores Mill Road, approximately 2,600 feet.		Northside Drive	1.58	33%	100%	-33%	-33%	0%	25%	67%	
	OW-015	Martin Luther King Blvd. and Mitchell Street	One-Way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 1.2 miles (12 blocks).		Both Martin Luther King Blvd. and Mitchell Street from Walnut Street east to Capital Avenue, approximately 1.2 mile (12	1.58	0%	100%	-67%	33%	0%	25%	67%	
	RTP-RW-010	SR 154/166 (Campbellton Road)	Roadway Widening	SR 154/166 (Campbellton Road)			1.58	67%	0%	67%	33%	0%	25%	-33%	
	RW-001	Donald Lee Hollowell	Roadway Widening	Widen Donald Lee Hollowell from 2-lanes to 5-lanes to accommodate transit from Hamilton Homes to I-285, approximately 1.25 miles. (general purpose lane) (RTP Project)		From Hamilton Homes west to I-285, approximately 1.25 miles.	1.58	67%	0%	67%	0%	0%	25%	0%	
	PS-IR-008	Bolton/Hollywood	Intersection Realignment	Rebuild Intersection			1.58	67%	-33%	50%	0%	0%	75%	0%	
	RD-007	Cascade Road Diet	Road Diet	Add two-way left turn lane. This requires restriping that would eliminate existing bicycle lane.			1.58	67%	0%	0%	0%	0%	25%	67%	
	OW-002	3rd Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .32 miles (4 blocks)		From Juniper Street west to Spring Street, approximately .32 miles.	1.58	33%	33%	0%	33%	0%	25%	33%	
	OW-006	8th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .10 miles (1 block).		From Peachtree Street to West Peachtree, approximately .10 miles.	1.58	33%	33%	0%	33%	0%	25%	33%	
	NS-068	Angier Avenue Extension	New Street	Extend Angier Ave. to Belgrade Ave across the BeltLine		BeltLine	1.58	33%	33%	0%	33%	0%	25%	33%	
	PS-RW-007	Piedmont Road Capacity Improvement 1	Roadway Widening	Widen Piedmont Road from existing five-lane section (two northbound, two southbound and left turns at intersections) to a seven-lane section (three northbound, three southbound and left turn lanes at intersection, between Buckhead Loop and Peachtree Road.			1.50	67%	-33%	67%	33%	0%	50%	-33%	
	PS-RB-001	Cascade/Sandtown/Pollard	Roundabout	Roundabout			1.50	67%	33%	0%	-33%	0%	50%	33%	
	NS-006	North Avenue Reconnection	New Street	Extend North Avenue on either side of the railroad near Maddox Park			1.50	67%	33%	0%	-33%	0%	50%	33%	
	PS-NS-007	New Street North of RR Tracks	New Street	New Street Connection Linkwood to HE Holmes			1.50	33%	0%	0%	0%	0%	50%	67%	
	NS-080	Spring Connection at Ivan Allen Plaza	Expressway Access	To coincide with OW-012, build connection from Spring north of I-75/85 to Spring-West Peachtree connector.			1.50	0%	0%	0%	33%	0%	50%	67%	
	NS-044	New Street Connection	New Street	New 2-lane street connecting Fulton Industrial Blvd. and Bolton Road near the intersection of Bolton Road and Bolton Parkway			1.50	67%	0%	0%	0%	0%	50%	33%	
	NS-045	Watts Road Extension to Hollywood Road/Gun Club Road	New Street	Extend Watts Road to Hollywood Road (to tie into current intersection with Gun Club Road) as a 3 lane street (2-way left turn lane)		Perry Homes / Donald Lee Hollowell	1.50	67%	0%	0%	0%	0%	50%	33%	
	NS-002	Deering Street Extension Part 1	New Street	Extension of Deering Street on new alignment as 2-lane street with left turn lanes at intersections, approximately 2,300 feet		From Northside Drive west to Howell Mill	1.50	67%	0%	0%	0%	0%	50%	33%	
	NS-036	Crumley Street Extension	New Street	Extend Crumley street to Humphries street across McDaniel Street and make new street connection between this street extension and Glenn Street between McDaniels and Humpries streets			1.50	33%	33%	0%	0%	0%	50%	33%	
	NS-052	Buford Highway Interchange	New Street	Reconfiguration -- Eliminates Buford Highway exit/entrance ramps at Monroe Drive -- Relocates ramps to the east side of Piedmont Road -- Extends Monroe Drive to Piedmont and Cheshire Bridge Road		From Piedmont Road to Armour Drive	1.50	33%	33%	0%	0%	0%	50%	33%	

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Tier 8	NS-051	Garson Drive Bridge	New Street	New 2-lane bridge across Peachtree Creek, providing an additional connection to Piedmont Road	From Garson Drive south across Peachtree Creek	1.50	33%	0%	0%	33%	0%	50%	33%		
	EX-004	Freedom Parkway Ramps	Expressway Access	To coincide with Freedom Parkway network additions (NS-039). Reconfigure access ramps from I-75/85 mainline lanes to a diamond interchange. SB off-ramp passes under new Andrew Young International and		1.42	-33%	0%	33%	33%	33%	75%	0%		
	PS-NS-031	Miami Circle Extension over GA 400	New Street	Connection of Miami Circle over GA 400 to Lenox Road via Burke Road or Canterbury Road		1.42	33%	0%	0%	0%	0%	75%	33%		
	IS-004	Lucile Street/Langhorne Street	Intersection Signalization	Add signal & design intersection to accommodate Langhorn Diet		1.42	0%	33%	0%	0%	0%	75%	33%		
	RD-010	Langhorn Street Road Diet	Road Diet	Reduce Langhorn Street from a 6-lane roadway to a 3-lane roadway with a median to accommodate left turn storage lanes at intersections.		1.42	0%	33%	-33%	0%	0%	75%	67%		
	RD-009	North Avenue Road Diet	Road Diet	Reduce North Avenue from a six lane facility to a 4-lane facility with a median to accommodate left turn storage lanes at intersections.		1.42	0%	33%	-67%	33%	0%	75%	67%		
	OW-016	Baker Street and Harris Street	One-Way Conversion	Re-examination study of the one-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .55 miles (6 blocks).	From Piedmont Avenue west to Centennial Olympic Park Drive, approximately .55 mile (6 blocks).	1.33	0%	100%	-33%	33%	0%	0%	33%		
	OW-007	12th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .35 miles (4 blocks).	From Crescent Ave to West Peachtree, approximately .35 miles.	1.33	0%	67%	-50%	33%	0%	50%	33%		
	PS-RW-008	Piedmont Road Capacity Improvement 2	Roadway Widening	Add left turn lanes at intersections between Sidney Marcus Boulevard and Lindbergh Drive. Widen to provide 5' bike lanes on both sides. Current through lane configuration (3 northbound, 3 southbound) does not		1.25	67%	0%	33%	33%	0%	25%	-33%		
	EX-003	Courtland Street Ramp	Expressway Access	Reconfigure southbound access ramp from I-75/85 to Courtland Street to connect to a new east-west street between Peachtree Center Avenue and Courtland Street. Present dual-lane off ramp is divided with one lane		1.25	0%	33%	33%	33%	0%	25%	0%		
	OW-004	6th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .1 miles (1 block).	From Piedmont Road west to Peachtree Street, approximately .10 miles.	1.25	33%	33%	0%	0%	0%	25%	33%		
	OW-005	7th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .35 miles (4 blocks).	From Piedmont Road west to West Peachtree Street, approximately .35 miles.	1.25	33%	0%	0%	33%	0%	25%	33%		
	IS-007	DeKalb Avenue access ramps/Moreland Avenue	Intersection Signalization	Introduce signal controlling intersection of both ramps with DeKalb Avenue.		1.25	33%	33%	0%	0%	0%	25%	33%		
	NS-053	Extension of Armour Place Drive	New Street	Continue Armour Place Drive to Armour Drive creating a street frontage for the Armour BeltLine Station and potential MARTA Infill Station	From Armour Drive to Armour Place Drive	1.25	33%	0%	0%	0%	0%	25%	67%		
	OW-011	Piedmont & Juniper/Courtland Streets Phase 2	One-Way Conversion	One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 2.5 miles (25 blocks).	Both Piedmont Avenue and Juniper/Courtland Street, from 10th Street south to Memorial Drive, approximately 2.5 mile (25	1.25	0%	67%	-33%	33%	0%	25%	33%		
	PS-IC-005	Moreland/Briarcliff	Intersection Capacity	Add SB LT Lane Intersection		1.17	67%	33%	50%	0%	0%	0%	-33%		
	PS-RW-010	Widen Sidney Marcus	Roadway Widening	Widen Sidney Marcus to 3 lanes eastbound from GA 400 ramps to Buford Highway		1.17	67%	0%	0%	33%	0%	50%	-33%		
	OW-008	13th Street	One-Way Conversion	One-way conversion to two-way operation with appropriate streetscape, intersection, and signal modifications, Approximately .10 miles (1 block).	From Peachtree Walk west to Spring Street, approximately .1 miles.	1.17	33%	-33%	0%	33%	0%	50%	33%		
	OW-020	Ormond Street	One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .8 miles (9 blocks).	From Capital Avenue south to Cherokee Avenue, approximately .80 mile (9 blocks).	1.17	33%	0%	0%	0%	0%	50%	33%		
	PS-NS-018	Knott Street Extension	New Street	Street Extension To Sunshine Plaza		1.17	0%	33%	0%	0%	0%	50%	33%		

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	RTP RTP Projects			EX	Expressway Access. Modifies connection to an interstate.			BR Bicycle Route											
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Tier 9	IC-005	James Jackson Parkway / Donald Lee Hollowell		Intersection Capacity		Redesign intersection to accommodate widening of Donald Lee Hollowell. Redesign right turn-lanes from James Jackson to become a yield right from a free-flow right.		Donald Lee Hollowell Parkway			1.08	33%	33%	50%	0%	0%	25%	-33%	
	RTP-RW-012	Stone Hogan Drive Extension		Roadway Widening		Stone Hogan Drive Extension					1.08	33%	0%	0%	33%	0%	75%	-33%	
	RD-003	Northside Parkway Road Diet		Road Diet		Reduce Northside Drive through median widening from 4 lanes to 2 lanes, from Northside Drive to Moores Mill Road. Existing narrow median would be replaced with a wider median accommodating left turn storage lanes.		Northside Parkway			1.08	33%	33%	-67%	-33%	0%	75%	67%	
	PS-RD-001	Cheshire Bridge Redesign		Road Diet		Build Bulb-out and stripe as 3-lane Piedmont to Woodland					1.08	0%	67%	-67%	0%	0%	75%	33%	
	PS-IC-001	Cheshire Bridge/LaVista Road		Intersection Capacity		Add Turn Lanes Intersection and Receiving/RT Lanes					1.00	0%	0%	50%	33%	0%	50%	-33%	
	NS-038	Larkin Street Extension		New Street		Extend Larkin Street to intersect with McDaniel Street					1.00	33%	33%	0%	0%	0%	0%	33%	
	NS-048	Habershal Dr. Extension		New Street		Extend Habershal Dr. along the power line easement to connect to Grove Park Pl.					1.00	33%	33%	0%	0%	0%	0%	33%	
	NS-064	Virginia Circle Extension		New Street		Extend Virginia Circle to connect to new street on the west side of the BeltLine		BeltLine			1.00	0%	33%	0%	33%	0%	0%	33%	
	PS-RD-003	Memorial Drive Rebuild		Road Diet		Five Lane Section Capitol to Grant and Boulevard to Pearl					1.00	33%	0%	-67%	0%	0%	100%	33%	
	RW-004	Cleveland Avenue		Roadway Widening		Widen Cleveland Avenue to 5 lanes, approximately .70 mile.		From Steele Avenue to Browns Mill Road, approximately .7 mile.			0.92	67%	0%	33%	0%	0%	25%	-33%	
	NS-037	Eugenia Street Extension		New Street		Extend Eugenia Street in to the Eugenia Street/Windsor Street intersection					0.92	0%	33%	0%	0%	0%	25%	33%	
	NS-055	Extension of New Peachtree Parkway		New Street		Continue Peachtree Parkway and provide street connections to existing Bennett Street		From Peachtree Parkway to existing Bennett Street			0.92	0%	0%	0%	33%	0%	25%	33%	
	OW-012	Spring Street & West Peachtree		One-Way Conversion		One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 2.25 miles (24 blocks). This Project would include the removal of the		Both Spring and West Peachtree Streets, Peachtree Street south to Alexander Place, approximately 2.5 mile (25 blocks).			0.92	0%	67%	-67%	33%	0%	25%	33%	
	OW-013	Centennial Olympic Park Drive & Spring Street		One-Way Conversion		One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 1.0 miles (15 blocks).		Both Centennial Olympic Park Drive and Spring Street from Alexander Place to Martin Luther King Boulevard, approximately			0.92	0%	67%	-67%	33%	0%	25%	33%	
	OW-010	Piedmont & Juniper Streets Phase 1		One-Way Conversion		One-way conversion of both roadways to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately 4 blocks.		Both Piedmont Avenue and Juniper Streets, from 14th Street south to 10th Street, approximately 4 blocks.			0.92	0%	67%	-67%	33%	0%	25%	33%	
	PS-EX-002	Monroe Dr./I-85		Expressway Access		New Interchange					0.83	33%	33%	33%	0%	0%	50%	-67%	
	PS-EX-004	I-85/Lindbergh Drive HOV Ramps		Expressway Access		Add HOV-only ramps at existing interchange to connect to I-85 HOV lanes: a northbound off-ramp and a southbound on-ramp.					0.83	33%	33%	33%	0%	0%	50%	-67%	
	PS-RW-006	Northside Drive Widening		Roadway Widening		Widening (to 6 lanes with turn lanes where needed) I-75 to Trabert					0.83	33%	-33%	67%	0%	0%	50%	-33%	
RW-002	Huff Road		Roadway Widening		Widen Huff Road to accommodate a left turn lanes as needed, approximately 1 mile		From Marietta Blvd. to Howell Mill, approximately 1 mile.			0.83	67%	-33%	50%	33%	0%	0%	-33%		
PS-IC-008	Buford Hwy/Sidney Marcus		Intersection Capacity		Add third eastbound left-turn lane from Sidney Marcus onto Buford Hwy					0.83	33%	0%	0%	33%	0%	50%	-33%		

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Tier 10	PS-NS-004	Forrest Ave. Extension	New Street	Street Extension To Paul Ave.								0.75	0%	0%	0%	-33%	0%	75%	33%		
	PS-NS-003	Macarthur Boulevard Extension	New Street	Street Extension Adams Drive to Maulden Street								0.75	0%	0%	0%	-33%	0%	75%	33%		
	PS-NS-013	Estes Extension	New Street	Street Extension Extend to Murphy Ave.								0.75	0%	-33%	0%	0%	0%	75%	33%		
	RB-001	Fairburn Road and Collier Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.				Collier Drive				0.75	33%	67%	-50%	-33%	0%	25%	33%		
	RW-005	Cascade Road 2- to 3-Lane Conversion	Roadway Widening	Restripe Cascade Road from 2 to 3 lanes between Benjamin E. Mays and Atlanta city limits. This involves removing existing on-street bicycle lanes.								0.58	67%	0%	0%	0%	0%	25%	-33%		
	NS-004	Jefferson Street Extension	New Street	Extend Jefferson Street west and north from as a 2-lane street Marietta Blvd. to Grove Park, approximately 3,400 feet.				Bankhead Station Area				0.58	0%	0%	0%	0%	0%	25%	33%		
	OW-019	Hill Street	One-Way Conversion	One-way conversion of roadway to two-way operation with appropriate streetscape, intersection, and signal modifications, approximately .35 miles (5 blocks).				From Georgia Avenue south to Ormond Street, approximately .35 mile (5 blocks).				0.58	0%	33%	-50%	-33%	0%	75%	33%		
	PS-EX-003	Widen Hollowell/I-285 Interchange	Expressway Access	Widen Interchange. Add one lane in each direction between Bolton and Watts Road including placing one additional left turn lane in each direction on bridge over I-285. Move Bolton intersection farther north.								0.50	33%	33%	33%	-33%	0%	50%	-67%		
	PS-NS-021	Ethel Street Extension	New Street	Street Extension Extend to Hampton Street								0.50	0%	-33%	0%	0%	0%	50%	33%		
	PS-RW-011	Widen Buford Highway	Roadway Widening	Widen to 3 lanes northbound from Sidney Marcus to Cheshire Bridge Road								0.50	0%	-33%	33%	33%	0%	50%	-33%		
	PS-IC-009	GA 400/Sidney Marcus	Intersection Capacity	Add third left-turn lane from GA 400 SB ramp onto Sidney Marcus								0.50	33%	-33%	0%	33%	0%	50%	-33%		
	PS-NS-005	Collins Drive Extension	New Street	Street Extension To Spink St.								0.42	0%	-33%	0%	-33%	0%	75%	33%		
	PS-NS-006	Cook Street Extension	New Street	Street Extension To Spink St.								0.42	0%	-33%	0%	-33%	0%	75%	33%		
	PS-NS-019	Danner Street Extension	New Street	Street Extension Extend to Custer								0.42	0%	-33%	0%	-33%	0%	75%	33%		
	PS-NS-022	Trabert Street Extension	New Street	Extension around waterworks								0.42	0%	-33%	0%	-33%	0%	75%	33%		
	RW-006	Gun Club Road	Roadway Widening	Add center left-turn median lane between Sizemore Road and Hollywood Road								0.42	67%	33%	0%	0%	0%	-25%	-33%		
	RB-004	Langhorne/Westview	Roundabout	Roundabout at Langhorne and Westview, should coincide with replacement of existing Westview bridge				Donald Lee Hollowell Parkway				0.42	33%	33%	-50%	-33%	0%	25%	33%		
	RB-005	Pryor Road and Claire Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.				Lakewood Amphitheatre				0.42	33%	33%	-50%	-33%	0%	25%	33%		
	RD-011	Bolton Road Diet	Road Diet	Reduce Bolton Road through median widening from 4 lanes 2-lanes from James Jackson Parkway to Browntown Road, approximately 3,400 feet.				Northwest Corridor				0.25	0%	0%	-67%	0%	0%	25%	67%		
	RD-008	Boulevard Road Diet	Road Diet	4 lanes to 3 lanes from Interstate 20 to Confederate								0.25	0%	0%	-67%	0%	0%	25%	67%		
	IC-004	Johnson Road/Perry Boulevard	Intersection Capacity	Add left turn lanes on Perry Boulevard using existing travel lanes.								0.25	33%	0%	0%	0%	0%	25%	-33%		
	RB-006	Benhill Road and Campbellton Road	Roundabout	Roundabout at Campbellton Road and Ben Hill Road (in conjunction with NS-042)				Greenbriar Mall				0.08	33%	-33%	-50%	0%	0%	25%	33%		